

APR 27 2016

Edwards,Michelle

**From:** Nick Neibauer [nickneibauer@yahoo.com]  
**Sent:** Tuesday, April 26, 2016 9:14 PM  
**To:** Edwards,Michelle  
**Subject:** Hulman Airport radar approach control services

CITY CLERK

Dear Mrs. Edwards

My name is Nick Neibauer and I am an Air Traffic Controller with the Federal Aviation Administration (FAA) at the Terre Haute International Airport. I am contacting you on behalf of my fellow controllers and I because we need your help. As part of Section 8 of the FAA Reauthorization Bill of 2012, the FAA is evaluating various airports with radar approach control services, which Hulman Airport has, to see if they can consolidate these radar approach control services at larger facilities. Hulman Airport is now at risk of having their radar approach control services moved to Indianapolis.

If the radar services that are provided right here in Terre Haute are moved to Indianapolis, it would have several negative effects. The largest negative impact is the one that it would have on the economy of Terre Haute. The fact that radar services are provided at the airport is a major incentive for various companies and institutions. There are many companies that fly their corporate planes to Terre Haute. Also, every branch of the military enjoys coming to Terre Haute because we have big enough runways to accommodate almost any aircraft and we have several different instrument approaches to those runways that our radar approach control provides services to. Possibly the biggest benefactor is the Indiana State University Flight School and the other flight schools in the area. The students fly those instrument approaches, learn valuable flight knowledge and go on to have successful careers in the aviation industry. ISU's flight school is growing rapidly and their enrollment has gone up every year since the flight schools beginning.

If these services are moved to Indianapolis the quality of the services would drastically be reduced, which in turn would make Terre Haute a much less desirable destination. I am not saying that Indianapolis approach control services are bad, its just that they cater to a different clientele and they would not be able to provide the level of service to the local benefactors that we do now. We have flight schools fly to Terre Haute from the Indianapolis area and Purdue University because they can get the exact same practice that they would get at a larger airport, but Indianapolis airport won't allow them because they see it as too big of an inconvenience. Also, if you decrease services there will most likely be a decrease in safety, as there would be less controllers to monitor the skies.

There is also the fact that many well paying jobs would be moved out of Terre Haute if the services are consolidated to Indianapolis. I have also recently learned that the Indiana Air National Guard is considering bringing aircraft back to the guard base attached to the airport. That would bring many military jobs back to the area. If we didn't have radar services at the airport that would almost certainly be a deal breaker.

The FAA is having a meeting for any stakeholders, benefactors and community leaders to listen to opinions and answer questions about the possible consolidation. If there is enough community support the committee can decide to leave radar approach control services in Terre Haute. Your attendance and influence would be a huge benefit in keeping these services right here where they belong.

The meeting will be held at the Terre Haute Airport Authority office located at the airport, 581 S. Airport St. Terre Haute, IN 47803, on May 3rd at 12:30pm. I thank you for your time in reading this and I hope that you can attend and that we have your support. If you have any further questions please feel free to contact me at this email address, [nickneibauer@yahoo.com](mailto:nickneibauer@yahoo.com), or at (513) 295-4664. You can also contact the Airport Authority with any questions about the meeting itself at (812) 877-2524.

Thank you again,  
Nick Neibauer